



**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

FILED

05/09/22

04:59 PM

A2205010

Docket No.: _____

Application of the City of Folsom to
Construct At-Grade Crossing at
Dewey Oak Drive across the Southern
Pacific Transportation Corridor in the
Vicinity of Mile Post 116.6 in the
City of Folsom, County of Sacramento,
State of California.

APPLICATION

Submitted By: Mark Rackovan, Public Works Director, City of Folsom

1. Introduction

This application provides the information required by the California Public Utilities Commission (CPUC) Rule 3.7 for a proposed at-grade rail crossing. The proposed at-grade crossing is the construction of a new public road (currently named Dewey Oak Drive, originally submitted and approved as New Placerville Road) across the Southern Pacific Transportation Corridor (SPJX) in Folsom, California. This crossing is necessary to ensure an efficient transportation system in the Folsom Plan Area Specific Plan (FPASP), which is a new development on lands that were annexed by the City of Folsom in 2013. Dewey Oak Drive, formerly New Placerville Road, is a planned minor arterial road and would be the primary point of access to Broadstone Estates, a property owned by Elliott Homes Corporation, as the property is bounded by US Highway 50 to the north and a different property owner to the east and south.

This application was originally submitted in 2014 and approved in 2015; however, the roadway was not constructed within the 3-year window ordered in Decision 15-10-035 dated

Folsom File No. 174-21 22-025



38822

October 22, 2015, and the City of Folsom did not submit a Request for Extension at that time. The Broadstone Estates development has been submitted by Elliott Homes for approval by the City of Folsom, which includes newly-named Dewey Oak Drive. The Dewey Oak Drive alignment is identical to the previous application, so the proposed at-grade crossing is in the same location and milepost as well.

Below are the required statements that address Rule 3.7, Sections (a) through (f).

2. Location

The proposed at-grade crossing would be located on the future Dewey Oak Drive at rail milepost 116.6. The nearest existing crossing to the north is the US Highway 50 overhead at rail milepost 116.5 (crossing no. 130AH-116.5-A). The nearest existing crossing to the south is the Alder Creek Parkway at-grade crossing at rail milepost 117.0 (crossing no. 130AH-117.00). Figure 1 shows the proposed crossing location in relation to the nearest existing crossings and to the other proposed crossings that are a part of the Folsom Plan Area Specific Plan. Figure 2 is a site map based on field surveys that accurately shows the locations of all streets (existing and proposed), property lines, tracks, buildings, and other structures and obstructions in the vicinity of the proposed at-grade crossing.

3. Legal Description

An easement for City street and public utility purposes centered on the Southern Pacific Transportation Corridor, post mile 116.6 (Southern Pacific Transportation Company station 1441+63, Right of Way and Track Map, Sheet 8, V-78) also being a part of that certain real property, owned by the Southern Pacific Transportation Corridor Joint Powers Authority, would be needed for the proposed at-grade crossing in the City of Folsom, County of Sacramento, State of California. A full legal description and plat of easement are included as Exhibit "A".

4. Statement of Public Need

The Dewey Oak Drive at-grade crossing will be a minor arterial street in the Folsom Plan Area, which is a planned development on lands that were annexed by the City of Folsom in 2013. Dewey Oak Drive would be the primary point of access to a property owned by Elliott Homes Corporation; the property is bounded by US Highway 50 to the north and another property owner to the east and south.

Dewey Oak Drive and the proposed at-grade crossing are depicted in the FPASP, which is an element of the City's adopted General Plan. The FPASP incorporates a number of General Plan objectives on circulation and roadway classification:

- Objective 7.1: Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.
- Objective 7.2: Provide parallel vehicular capacity to Highway 50.
- Objective 7.3: Encourage non-vehicular travel options by providing sidewalks, trails, and bikeway connectivity between neighborhoods and destination points.
- Objective 7.4: Consistent with the California Global Warming Solutions Act of 2006 (AB 32) and the FPASP Operation Air Quality Plan, improve Plan Area air quality by reducing vehicle miles traveled (VMT) through innovative site design and the inclusion of a regional transit corridor.
- Objective 7.5: Provide multiple and direct street routing based on a traditional rectilinear, both macro- and micro-level grid pattern of streets in the Town Center, mixed use neighborhood centers, multi-family residential neighborhoods and single-family high density residential neighborhoods.
- Objective 7.6: Limit street widths to the minimum required by the Folsom Municipal Code and avoid fronting homes on to low traffic collector streets.
- Objective 7.7: Minimize the need for sound walls by locating arterial and collector streets adjacent to open space, public facilities, and commercial uses where feasible.

These objectives would be achieved by the proper implementation of the following policies:

- Policy 7.1: The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.

- Policy 7.2: Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and non-residential uses and impede bicycle or pedestrian access or circulation shall be minimized.
- Policy 7.3: The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.
- Policy 7.4: Submit a General Plan amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service "C." This level of service may not be achieved through the entire Plan Area at build out.
- Policy 7.5: A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.
- Policy 7.6: Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.
- Policy 7.7: Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabout and traffic circles shall be considered on low-volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Plan (NTMP) may also be utilized in the Plan Area.
- Policy 7.8: Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy City minimum level of service standards.

Without a crossing of the SPJX tracks, the City cannot fully implement Dewey Oak Drive as envisioned in the FPASP, which would be in direct conflict with Objective 7.1 through 7.5 and Policies 7.1, 7.2, 7.5 and 7.6 listed above.

5. Request for At-Grade Crossing

As part of the development of the Folsom Plan Area Specific Plan, the City proposes to construct Dewey Oak Drive, including an at-grade crossing at the Southern Pacific Transportation Corridor. An at-grade crossing is proposed rather than a grade-separated crossing due to feasibility, safety, and impacts to adjacent properties. Figure 3 is an improvement plan and centerline profile of the proposed at-grade crossing. Figure 5 shows the conceptual cross section for Dewey Oak Drive in the vicinity of the proposed at-grade crossing.

The City of Folsom evaluated two grade separation concepts: an overcrossing and an undercrossing. Implementation of either concept would result in significant impacts to the future development of this area, making grade separation impractical for several reasons.

To the east of the rail corridor, the natural topography rises in elevation, making an undercrossing impractical. Bringing the undercrossing back to grade would require substantial grading, or major out-of-direction ramping that would negatively impact the proposed residential development in that area and introduce extremely high cost impacts. An undercrossing also would prevent access to adjacent properties for several hundred feet on either side of the rail corridor, severely limiting the development viability of those sites.

The same concern is true for an overcrossing; while the natural topography to the east of the rail corridor lends itself to a viable overcrossing, the impacts to the west would be several hundred feet of inaccessible frontage along a major arterial, resulting in unacceptable access impacts to adjacent property.

The Folsom Plan Area Specific Plan also includes a planned Class 1 bicycle trail that would parallel the existing rail line within the Southern Pacific Transportation Corridor. Grade separation would either prohibit direct access to this proposed trail from the on-street bike lanes, or would require the City to construct ramps to connect the two facilities, at great additional cost and impact to the surrounding environment.

6. Recommendations for Safety Devices

The proposed Dewey Oak Drive at-grade crossing would be designed to incorporate appropriate signs, markings and crossing control devices to inform motorists, pedestrians

and cyclists of the rail crossing, and to maximize crossing safety for both roadway and rail users.

There is currently no active rail service on the Southern Pacific Transportation Corridor. The corridor is owned and maintained by a Joint Powers Authority (JPA), who is tasked with preserving the corridor for future use if any service is ever re-established. In the meantime, the corridor is used by local rail preservation organizations such as the Folsom-El Dorado-Sacramento Historic Railroad Association (FEDSHRA) and the Placerville & Sacramento Valley Railroad (P&SVRR). FEDSHRA performs rail maintenance, weed abatement and landscape watering on behalf of the JPA and the City of Folsom, and also conducts special events such as their annual handcar derby (on a section of track two miles north of the proposed crossing. P&SVRR currently has a renewable 5-year license agreement with the JPA to conduct train rides twice monthly from the US Highway 50 overhead to either the Sacramento/El Dorado County Line or the Latrobe station in El Dorado County.

On all existing rail crossings along the Southern Pacific Transportation Corridor, the FEDSHRA and P&SVRR both operate under the same General Code of Operating Rules (GCOR), which require the rail operators to yield right-of-way at any at-grade crossing, and then proceed to cross only once flaggers have controlled approaching traffic. This is the same crossing protocol that will be applied to the proposed New Placerville Road crossing.

In order to provide adequate crossing safety, the proposed at-grade crossing would be designed to include the following features:

- Advance “Railroad Crossing” warning signs
- Railroad crossbuck pavement legends on all approach lanes
- Stop bars on all vehicle lanes
- “Stop/Look/Listen” signs adjacent to sidewalks and bike lanes
- Automated crossing arms and warning lights and horns

7. Conclusion

The above statements and attached figures are intended to satisfy the CPUC’s Rule 3.7 application requirements that the City must satisfy in order to proceed with the proposed at-grade crossing of Dewey Oak Drive at the Southern Pacific Transportation Corridor tracks in the City of Folsom, as part of the backbone transportation infrastructure for the Folsom Plan Area Specific Plan. The request is provided to inform the CPUC of the proposed

crossing improvements, constraints, and public need, and identifies why an at-grade crossing is appropriate at this location. In summary:

- The proposed roadway and at-grade crossing will serve a number of public needs, including circulation, access and safety for all transportation modes
- A grade-separated crossing would be impractical, unsafe and costly
- GO-88 compliant grade crossing protection and warning would be constructed and maintained by the City of Folsom

Successful implementation of the Dewey Oak Drive at-grade crossing will preserve the City's goals for a safe, efficient transportation system as the Folsom Plan Area is developed. It is hereby requested by the City of Folsom that permission be granted by the CPUC to develop an at-grade crossing at the intersection of the proposed Dewey Oak Drive and the Southern Pacific Transportation Corridor.

Respectfully submitted,



Date: April 11, 2022

Mark A. Rackovan, PE, Public Works Director
City of Folsom, Public Works Department
50 Natoma Street
Folsom, CA 95630
Phone: (916) 461-6711
Email: mrackovan@folsom.ca.us

Attachments:

1. Figure 1: Vicinity Map
2. Figure 2: Folsom Plan Area Specific Plan
3. Figure 3: Site Plan
4. Figure 4: Dewey Oak Drive Plan & Profile
5. Figure 5: Conceptual Road Cross Section
6. Exhibit "A" Legal Description and Plat of Easement for Proposed At-Grade Crossing

VERIFICATION

- I am an officer of the City of Folsom, a general law municipal corporation, and I am authorized to make this verification on its behalf.
- The statements in the foregoing document are true of my own knowledge, except as to matters which are therein stated on information or belief, and as to those matters, I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

CITY OF FOLSOM, A Municipal Corporation:

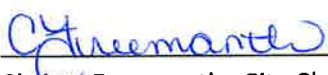
4/12/22

Date



Elaine Andersen, City Manager

ATTEST:

 4/12/22

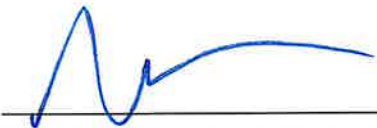
Christa Freemantle, City Clerk Date

FUNDING AVAILABLE:

 4/8/22

Stacey Tamagni, Finance Director Date

ORIGINAL APPROVED AS TO CONTENT:

 4/8/22

Mark Rackovan, Public Works Director Date

ORIGINAL APPROVED AS TO FORM:

 4/11/2022

Steven Wang, City Attorney Date

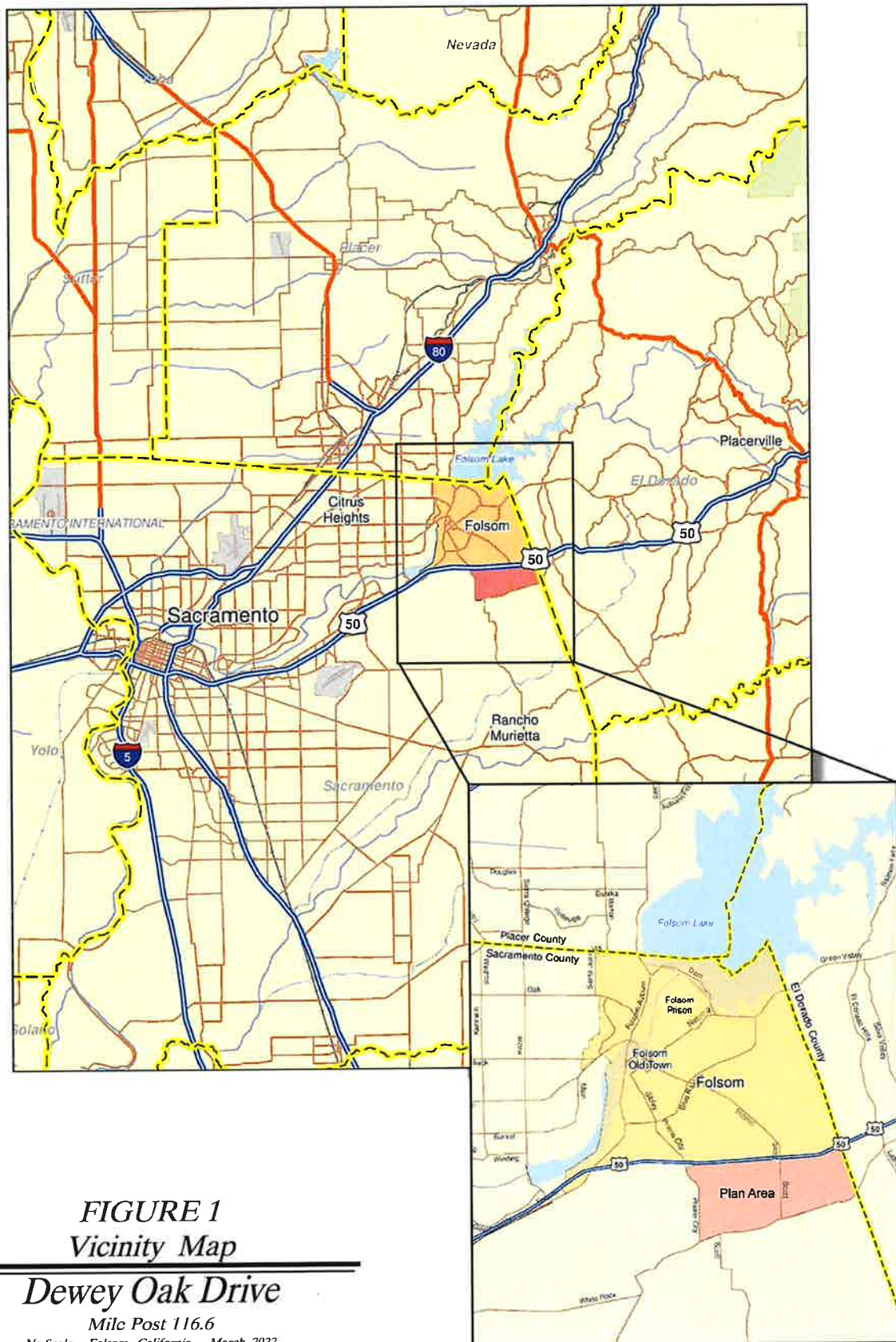


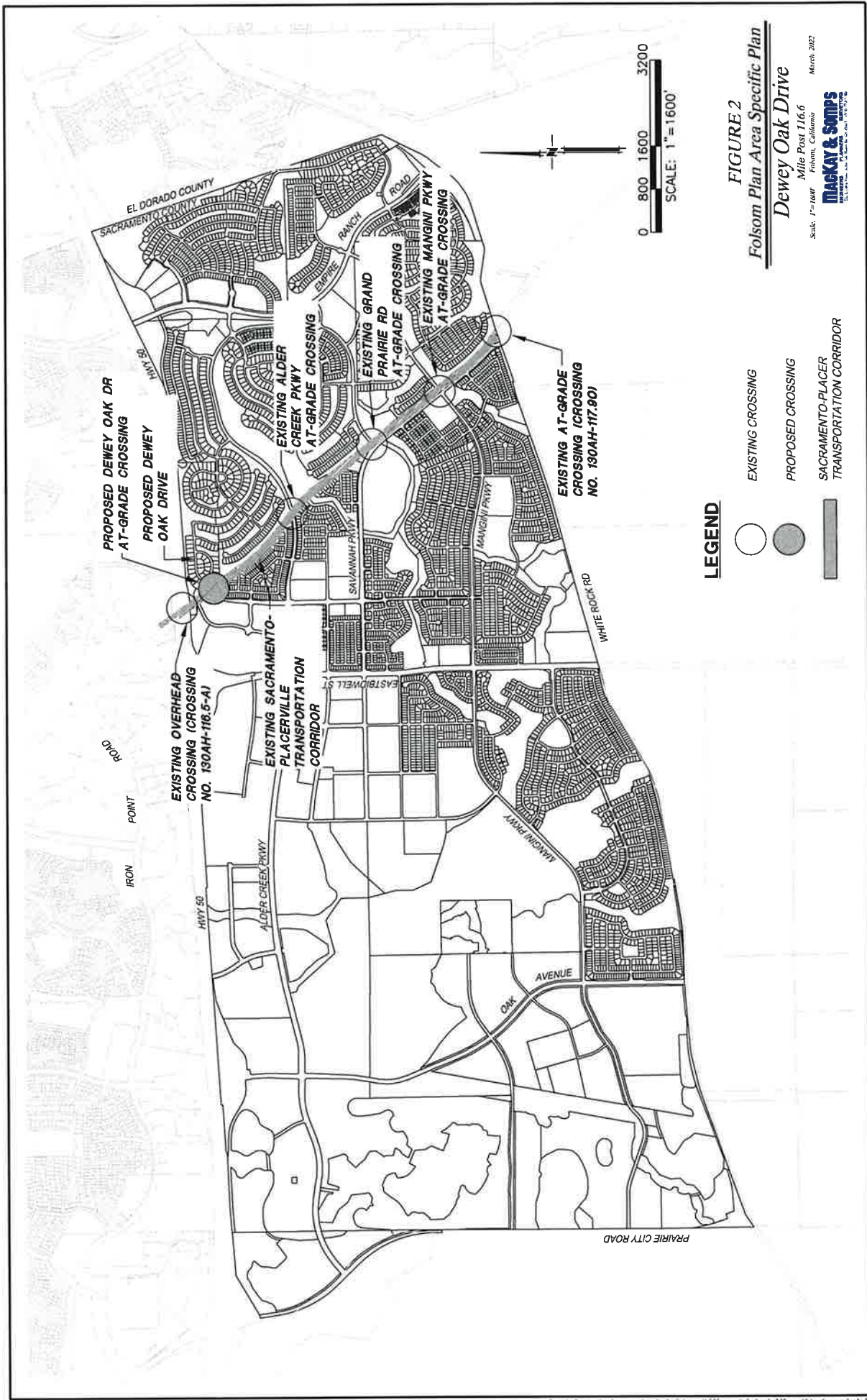
FIGURE 1
Vicinity Map

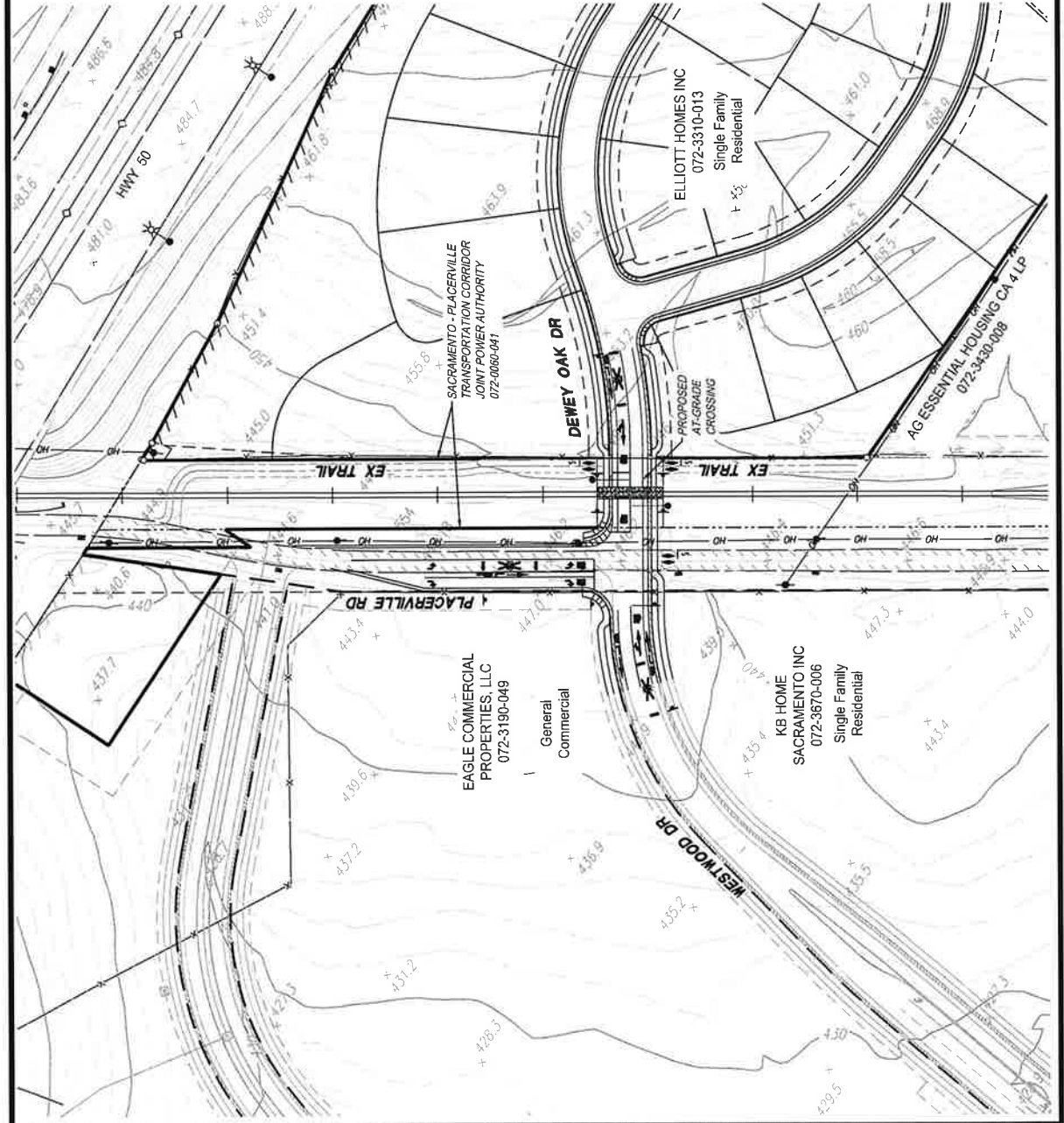
Dewey Oak Drive

Mile Post 116.6

No Scale Folsom, California March, 2022

MACKEY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1552 Curdick Road, Suite 100, Roseville, CA 95661 (916) 772-1139







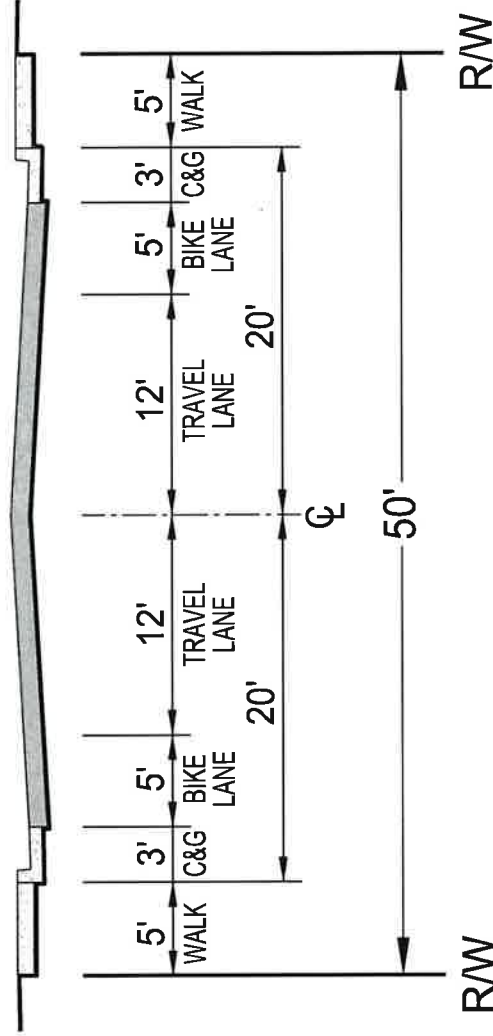


FIGURE 5
STREET SECTION (50' ROW)

Dewey Oak Drive

City of Folsom
NTS

MACKAY & SAMPSON
ENGINEERS PLANNERS SURVEYORS
1025 Chesapeake Ridge Drive, Suite 150, Roseville, CA 95678 (916) 775-1188

California
3/15/22
27138

EXHIBIT "A"
DESCRIPTION OF SACRAMENTO-PLACERVILLE TRANSPORTATION
CORRIDOR JOINT POWERS AUTHORITY CROSSING
(WESTWOOD DRIVE)

All that real property situated in the City of Folsom, County of Sacramento, State of California, located within Sections 9 and 16, Township 9 North, Range 8 East, Mount Diablo Meridian and being a part of that certain real property described in that certain Quitclaim Deed recorded on September 06, 1996 in Book 19960906, at Page 1665, Official Records of Sacramento County, being more particularly described as follows:

Commencing at a 1-1/2" iron pipe with metal cap stamped "RE 53" as shown on that certain Final Map (PN 16-122) Russell Ranch Large Lot filed for record September 21, 2017 in Book 398 of Maps, Page 1, Sacramento County Records, said iron pipe also marking the intersection of a northerly line of the Lands of TNHC Russell Ranch, LLC as described that certain Grant Deed recorded May 23, 2013 in Book 20130523, at Page 1119, Official Records of Sacramento County and the easterly right-of-way line of the Sacramento-Placerville Transportation Corridor Joint Powers Authority, hereinafter described as "SPTC JPA", as described in said Book 19960906, at Page 1665, Official Records of Sacramento County; thence coincident with said easterly right-of-way line of the SPTC JPA, North 35°57'56" West a distance of 194.18 feet to the True Point of Beginning; thence from the **TRUE POINT OF BEGINNING** leaving said easterly right of way line of the SPTC JPA, South 54°02'04" West a distance of 66.00 feet to the westerly right-of-way line of said SPTC JPA; thence coincident with said westerly right-of-way line of the SPTC JPA, North 35°57'56" West a distance of 31.50 feet to a 5/8" rebar with a plastic cap stamped "LS 7944" at the most northerly corner of Parcel 6 as shown on that certain Parcel Map (PN 14-306) filed for record December 31, 2015 in Book 224 of Parcel Maps, Page 14, Sacramento County Records; thence continuing along said westerly right-of-way line North 35°57'56" West a distance of 31.50 feet; thence leaving said westerly right-of-way line of the SPTC JPA, North 54°02'04" East a distance of 66.00 feet to the easterly right-of-way line of the SPTC JPA; thence coincident with said easterly right-of-way line of the SPTC JPA, South 35°57'56" East a distance of 63.00 feet to the **True Point of Beginning**.
Containing 4,158 square feet of land, more or less.

See Exhibit "A-1", plat to accompany description, attached hereto and made a part hereof.

This legal description was prepared by me or under my supervision pursuant to Section 8729 (2) of the Professional Land Surveyors Act.



Robert M. Plank, PLS 5760
License Expiration Date: 06-30-2020

Date: 07/26/18



Description prepared by:
MACKAY & SOMPS CIVIL ENGINEERS, INC.
1552 Eureka Road, Suite 100, Roseville, CA 95661
P:\7919\survey-MS\mapping\desc\SPTC-JPA\SPTC-JPA-CROSSING1.doc

AMENDMENT TO EASEMENT
AGREEMENT BETWEEN JPA &
CITY OF FOLSOM 20170609
O.R.824

FOUND 5/8" REBAR
WITH PLASTIC CAP
STAMPED LS 7944 (2)

DEWEY OAK
DRIVE

S35°57'56"E
63.00'

ELLIOT HOMES, INC.
20170410 O.R. 0774

PARCEL 17
232 P.M.

N35°57'56"W(2)
63.00'

WESTWOOD
DRIVE

PARCEL 5
224 P.M. 14

60' WIDE RIGHT-OF-WAY
OLD PLACERVILLE ROAD
848 O.R. 188

86' WIDE SACRAMENTO-PLACERVILLE
TRANSPORTATION CORRIDOR
JOINT POWERS AUTHORITY
19960906 O.R. 1685
P.U.E. 20160223 O.R. 51
DEWAY

FOUND 1-1/4" IRON PIPE
STAMPED: LS 7944(1)

N88°55'53"E
1025.41'(1)

P.O.C

LOT 8
398 B.M. 1
20130523
O.R.1119
C.

FOUND 1-1/2" IRON PIPE WITH METAL CAP
STAMPED: RE 53 PER(1)

O.R.	OFFICIAL RECORDS
B.M.	BOOK OF MAPS
P.O.C.	POINT OF COMMENCEMENT
R.S.	RECORD OF SURVEY
T.P.O.B.	TRUE POINT OF BEGINNING
P.U.E.	PUBLIC UTILITY EASEMENT
J.P.A.	SACRAMENTO - PLACERVILLE

IF A DISCREPANCY EXISTS BETWEEN THIS EXHIBIT AND
THE ASSOCIATED DESCRIPTION, THE DESCRIPTION
HOLDS. THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY.



(1) 398 B.M. 1
(2) 224 P.M. 14

EXHIBIT "A-1"
LANDS OF

SACRAMENTO-PLACERVILLE TRANSPORTATION
CORRIDOR JOINT POWERS AUTHORITY
CITY OF FOLSOM COUNTY OF SACRAMENTO
STATE OF CALIFORNIA

MACKEY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1652 Eureka Road, Suite 100, Roseville, CA 95661 (916) 773-1190

MJB	1" = 60'	07/26/2018	7919.YR4
DRAWN BY	SCALE	DATE	JOB NO.

**CITY OF FOLSOM
CERTIFICATE OF ACCEPTANCE**

This is to certify that the interest in the real property conveyed by the within Document the provisions of which are incorporated by this reference as though fully set forth in this Certification, to the City of Folsom, a political subdivision of the State of California, is hereby accepted by the undersigned officer pursuant to authority conferred by Resolution No. 2435 of the City Council of said City adopted on July 18, 1988, and the grantee consents to recordation thereof by its duly authorized officer.

Dated: *Elaine Andersen*
Elaine Andersen
City of Folsom
City Manager

Approved as to Form: *Steven Wang*
Steven Wang

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

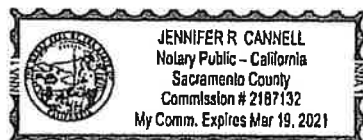
A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document

State of California }
County of Sacramento }

On Oct. 3, 2018, before me, Jennifer R. Cannell Notary Public,
personally appeared Elaine Andersen

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.



PLACE NOTARY SEAL ABOVE

WITNESS my hand and official signature

SIGNATURE *Jennifer R. Cannell*

No Fee For the benefit of the City of Folsom pursuant to
Government Code 6103

RECORDING REQUESTED BY:
City of Folsom

WHEN RECORDED MAIL TO:

NAME
STREET
ADDRESS
CITY
STATE
ZIP

City of Folsom
50 Natoma Street
Folsom, CA 95630
Attn: City Clerk

FIRST AMERICAN TITLE COMPANY
HEREBY CERTIFIES THAT THIS IS A TRUE
AND CORRECT COPY OF THE ORIGINAL
DOCUMENT

BY: Debie Gibson
RECORDED: 10/9/2018
SERIES NO.: 201810090546

SPACE ABOVE FOR RECORDER'S USE

DOCUMENTARY TRANSFER TAX \$ \$0 - R+T code 11922

COMPUTED ON FULL VALUE OF PROPERTY CONVEYED,
OR COMPUTED ON FULL VALUE LESS LIENS AND
ENCUMBRANCES REMAINING AT THE TIME OF SALE.

ROAD RIGHT OF WAY EASEMENT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Sacramento-Placerville Transportation Corridor Joint Powers Authority, a California joint powers agency

Hereby **GRANT(S)** to The City of Folsom, a municipal corporation, the following described Road Right of Way and Utility rights in the City of Folsom, County of Sacramento, State of California, described as follows:

An easement for road purposes and incidentals thereto, including the utility rights on, over under across, and above the following:

See the attached Exhibits "A" and "A-1"
(Westwood Drive)

"Subject to all of the terms and conditions of that certain Easement Agreement, dated effective September 6, 1996, made by the Sacramento-Placerville Transportation Corridor Joint Powers Authority in favor of the City of Folsom and recorded in the Official Records of Sacramento County, California, as Document No. 199612180959."

APN# 072-0060-041

**Sacramento-Placerville Transportation
Corridor Joint Powers Authority**

By: [Signature]

Mark Rackovan, CEO

Folsom File No. 049-21 18-036
Admin Approval



36362

MAIL TAX STATEMENTS TO PARTY SHOWN ON FOLLOWING LINE: IF NO PARTY SO SHOWN. MAIL AS DIRECTED ABOVE

Name

Street Address

City & State

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

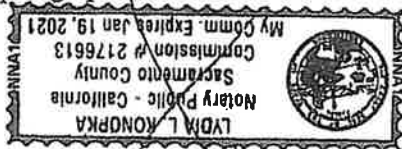
A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }
County of Sacramento }

On October 2, 2018, before me, Lydia L. Konopka Notary Public,
personally appeared Mark Rackovan

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument
the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing
paragraph is true and correct.



WITNESS my hand and official seal.

SIGNATURE

Lydia L. Konopka

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document
and could prevent fraudulent removal and reattachment of this form to another document.

Description of attached document

Title or type of document: Road Right of Way Easement Deed
Westwood Dr.

Document Date: _____ Number of Pages: _____

Signer(s) Other than Named Above: _____